

MEMO

DATE: September 23, 2003

TO: Modeling Task Force

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SUBJECT: Regional Airport Demand Model

BACKGROUND:

SCAG has contracted with SH&E to develop an Airport Demand Model for the SCAG Region. The goal of this effort is to develop a comprehensive airport model capable of forecasting air passenger travel demand and airport utilization. Given the size and scope of this effort, the project will be completed using a phased approach. The total contract amount with SH&E is \$1,099,700. The first phase of the project is scheduled for completion on September 30, 2003 (\$301,000). Completion of the entire model development process is scheduled for Fiscal Year 04-05.

SH&E recently completed Phase 1a of the project and delivered the following products: 1) Literature Review Report, 2) Model Design Report, and 3) Summary of Existing Airport Surveys. The Consultant is currently working to develop the trip generation component (Phase 1b) which will be delivered by the end of this month (September, 03).

SCAG Staff recently contacted Kern County Airports and the San Diego County Regional Airport Authority (SDCRAA) to determine their level of interest in joining the model development project. Given the considerable overlap and interaction within the Southern California air passenger market, the inclusion of Kern and San Diego Counties into the Modeling area would be very beneficial to the airport planning programs of all participating agencies. Both Kern County Airports and the San Diego County Regional Airport Authority are interested in joining the modeling effort.

SCAG is currently working with the San Diego County Regional Airport Authority and Kern County Airports to develop MOUs with the agencies. The additional funds will cover the proportional costs to develop the various model components and to create the model inputs for Kern and San Diego Counties. SCAG expects to finalize the MOUs for both counties and complete all related administrative tasks by early October. At that point, the additional funds will become available for the next phase of the study – Trip Distribution and Mode Choice.